

## RELATIVES AGAINST WALLBRIDGE BOOM

City Committee Announces  
That Ward Conditions Compel  
Him to Support Rasseur.

### PARTY "UNANIMITY" JARRED.

Republican Organization Elects  
Louis Alt Treasurer—John  
A. Miller Chosen to Rep-  
resent Tenth Ward.

A revolt against the Wallbridge gubernatorial boom has developed in the Republican City Committee. This morning the stock of Judge Leo Rasseur is a trifle higher on the political market than it was twelve hours ago.

The movement for the former Probate Judge, and the announcement of Mr. Rasseur in Wednesday's issue of The Republic that he is willing to enter the contest before the St. Joseph convention, have given the Wallbridge boom a setback in the house of his friends and has disturbed the unanimity that members of the city Republican machine have been asserting prevails in the camp of the faithful.

The City Committee met in its rooms in the Holland Annex last night, ostensibly to transact some routine business, and apparently the Wallbridge leaders were determined to eliminate discussion of the gubernatorial question as much as possible. The Wallbridge leaders regarded the question as settled so far as the City Committee is concerned, and "pointed with pride" to the fact that the candidacy of the former Mayor had been endorsed without a dissenting vote.

But the confidence of the machine leaders received a perceptible jar last night when a member of the committee announced that he had received such a letter from the former Mayor as to support Leo Rasseur.

That Wallbridge boomers considered the defection of the committeeman as no trifling matter is evident from the fact that some of them refused to go to bed until the committeeman was or what ward he represented.

### TRY TO HUSH RASSEUR TALK.

In fact, many members of the committee are trying to "hush up" all Rasseur talk by answering all inquiries with the stereotyped words: "The committee has settled that matter so far as it is concerned."

One committeeman said: "The Rasseur candidacy was not discussed, except that it was mentioned that he is a candidate." Possibly the Rasseur candidacy was "discussed," but several friends of Wallbridge addressed the committee in favor of their candidate, and the committee was not a member of the committee.

At all events, the silence was so loud that it resounded in oratorical flights through the corridors of the Holland Annex. One speaker who spoke for the Rasseur boom, with a united front we shall have the backing of the State.

Besides being elected by the Rasseur boom, the City Committee last night elected a treasurer and a member to fill a vacancy, and heard a report on the filing of a second vacancy.

Louis Alt of the Twelfth Ward was elected treasurer, succeeded the late Harvey Pirochard of the Tenth Ward, whose general took the place of the late Pirochard. Miller was elected to succeed Mr. Pirochard as member of the committee.

The committee also elected a member to fill a vacancy, and heard a report on the filing of a second vacancy.

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## RUSSELL HARDING LEAVES THE MISSOURI PACIFIC

Vice President and General Manager  
of the Gould System to  
Become President of the  
Pere Marquette and  
Vice President of the  
C. C. & L. and the  
C. H. & D.

Announcement was made yesterday that Russell Harding, vice president and general manager of the Missouri Pacific Railroad, would be elected vice president of the Cincinnati, Hamilton and Dayton, and Chicago, Cincinnati and Louisville railroads and president of the Pere Marquette.

Mr. Harding returned from New York last night, and in an interview confirmed the announcement, stating that the election would probably take place to-day and that he would assume the duties of his new position early in August. The election will take place in Toledo, where the general offices of the newly formed system have been established, and where it is expected that Mr. Harding will have his headquarters in future.

The new system over which Mr. Harding will have supervision will include the old Cincinnati, Hamilton and Dayton, with its one-half interest in the Cincinnati Southern; the Pere Marquette, with its Michigan Central trackage contract, which takes it into Buffalo, and the Chicago, Cincinnati and Louisville.

The combination embraces 1,000 miles, and the problem of unifying the system and establishing new traffic relations without disturbing the existing alliances of the Cincinnati, Hamilton and Dayton requires a man of consummate skill in the management of railroad properties.

The bulk of the Cincinnati, Hamilton and Dayton traffic is now obtained from its trunk-line connections. It is a question whether the alliance with the Pere Marquette and the extension of the system to Chicago and Buffalo will not militate against the continuance of the friendly relations with the Cincinnati, Hamilton and Dayton, which has maintained with the greater systems in its territory.

Mr. Harding has been with the Missouri Pacific in his present capacity since 1900 and has been regarded as one of the best railroad men in the country. As a railroad man, he has been successful in many important matters, and his friends are confident that he will be successful in his new position.

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When asked what they would do in regard to beginning work to-day, as the terms of the agreement provide, W. R. Drueck, superintendent of the St. Louis Dressed Beef and Provision Company, said they would continue work as before, but would make no effort to secure new men, since the telegram to the company from Chicago instructed that no more new men should be employed.

"We are anxious to take back our old men," said Mr. Drueck, "because our relations with them have always been pleasant, and we do not have to pay the cost of training new men. They are satisfied with the treatment they received at the hands of the company. They are competent men, and have given entire satisfaction in every respect."

Mr. Drueck said he did not think the company would turn off the men who have been employed to take the strikers' places. Not more than so many have been employed, and their services will be needed for a time, it is said, even if all the old employees should begin work to-day.

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